



Regional Railway Meeting for Cooperation on Facilitation of International Railway Transport

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Regional Cooperation Framework for the Facilitation of International Railway Transport

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What the Regional Cooperation Framework can do?

- ➡ Identifies four fundamental issues and eleven potential areas for cooperation to promote international railway transport
 - ➡ To increase effectiveness of facilitation measures/projects
 - ➡ To increase coordination among different facilitation measures/projects
 - ➡ To avoid inconsistency in facilitation efforts
 - ➡ To avoid conflict between different facilitation agreements/measures
- ➡ Direction of future possible development
- ➡ Reference and guide

Proposed Regional Cooperation Framework

Fundamental issues in facilitation of railway transport

1. Standardisation of Railway infrastructure and rolling stock

- Railway infrastructure and rolling stock specifications vary widely among countries
- Need to standardise rolling stock, braking system, signalling systems, axle weight, clearance space of structures (tunnels, bridges, railway stations)
- International Union of Railways (UIC) can play an important role due to its expertise

2. Break –of -gauge

- 3 Major gauges 1676 mm (mostly in South Asia), 1520mm (mostly in CIS and Russian Federation), 1435mm (mostly in China, Islamic Republic of Iran, Turkey)
- Happens mostly at borders, possible ways to deal with:
 - Transshipment
 - Bogie changing
 - Variable gauge bogie
 - Laying additional railway line

Proposed Regional Cooperation Framework

3. Different legal regimes for railway transport contracts

- Two legal arrangements developed due to historical reasons
CIM consignment note and SMGS consignment note
- Need for re-consignment along Euro-Asian routes led to errors, long delays
- Common consignment note developed in 2006 is being used along the Euro-Asian route with success and needs to be promoted

4. Coordination of regulatory controls

- Trains are subjected to numerous controls such as customs, immigration, security, sanitary checks, in addition there is also locomotive and crew change, technical inspection of train
- Annex 9 to Harmonisation Convention provides solution to harmonise the control measures, it also provides for minimum requirements for the interchange stations
- Countries may consider accession to the convention and may also consider regional/subregional/bilateral agreements

Proposed Regional Cooperation Framework

Potential areas for cooperation

1. Participate in international railway organizations

- Two major organisation OTIF and OSJD
- Both have wide experience in promotion of international railway transport
- Presently among 28 member of TAR13 are members of OSJD and 6 of OTIF- 3 countries are members of both

2. Formulate subregional and bilateral agreements

- Mostly in South Asia and South-East Asia, examples India-Nepal, India-Bangladesh, Thailand-Malaysia
- SAARC regional railway agreement close to finalisation
- ECO TTFA– Annex III provides for minimum technical characteristics for railway transport
- Protocol 6 on Railway Border and Interchange stations to ASEAN Framework Agreement on Facilitation of goods in Transit

Proposed Regional Cooperation Framework

3. Collaborate to standardise cross-border railway operations

- Railway operations have stringent technical specifications such as gauge, axle load, rolling stock and therefore high degree of cooperation is required cross-border railway operations
- Most countries have developed their railway system independently and acquired different rolling stock and operational systems— interoperability a challenge
- Involve in activities of international organisations UIC
- Form a network of experts on railway transport for Asia and Pacific to share knowledge, discuss on common challenges in standardisation of railway operations and way forward

4. Use of advance cargo information systems

- Major delay at the border crossing takes place due to time involved to complete regulatory controls
- Advanced or prior intimation can reduce delays
- Adoption of common standards for application of ACIS
- Compatibility with other modes of transport

Proposed Regional Cooperation Framework

5. Arrangement for exchange of wagons

- Common contract on the use of wagons in international railway transport can obviate the need for multiples bilateral arrangements and increase supply of wagons
- The contract can cover
 - Requirements for technical admission and maintenance of wagons
 - Obligations and rights of accepting railway including right of refusal
 - Procedure for ascertainment and damage to wagons
 - Liability for loss or damage to wagons

6. Use of new technologies in train operations as well as in container tracking

- Use of SPS, RFID, CCS already being used in train operations needs to be promoted with innovative and cost effective solutions – emerging technologies such as cloud computing, big data
- Tracing and tracking of containers by train operators to schedule container block train, increase asset utilization, reduce dwell time and overheads



Regional Cooperation Framework

human resources for cross-border railway

ned procedures for visa for drivers/crew

n system for training of drivers will help among
n drivers being knowledgeable about the route,
restrictions, signalling system

ation of training institutes

on of the service conditions for the railway

gistics centres/dry ports and maintenance
r the border inter-change stations

s offer lower cost over long distance and to
his advantage establish such centres to
ate LCL cargo

ements for joint controls and inspection can also
emplated if warranted by high volume of traffic
o maintenance hubs to reduce delays due to
wn of rolling stock